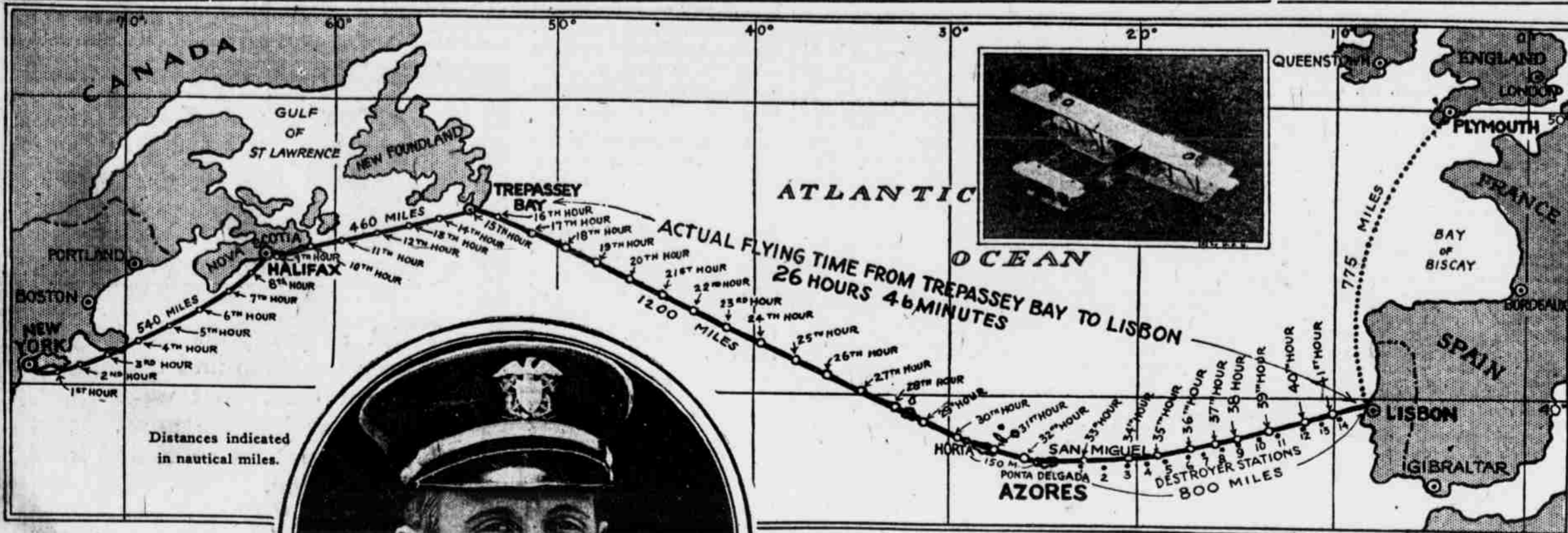


WEATHER FORECAST.  
Fair to-day and probably to-morrow;  
not much change in temperature.  
Highest temperature yesterday, 84; lowest, 65.  
Detailed weather reports on editorial page.

## NC-4 COMPLETES FLIGHT ACROSS ATLANTIC; FLYING TIME TO EUROPE LESS THAN 27 HOURS; READ WINS GLORY FOR UNITED STATES NAVY

Route and Time of NC-4 on Trip Across the Atlantic—Seaplane in Flight and Commander.



Seaplane Invented by Americans  
and Manned by American Crew  
First to Fly Across Ocean.

LEG FROM THE AZORES IS SPANNED  
AT 94 MILES (82 NAUTICAL) AN HOUR

Machine Alights Near Spot Where Columbus  
Disembarked on His Return From  
Discovery of the New World.

14 DESTROYERS GUIDE BIG MACHINE

"The NC-4 Arrived at Lisbon at 4:01," Brief  
Message Sent by Commander  
Read to Washington.

Special Despatch to The Sun.

WASHINGTON, May 27.—The realization of a dream as old as the hot air balloon in which man more than a century ago first lifted himself from the earth, came to-day when the American naval seaplane NC-4 completed the first flight across the Atlantic Ocean.

The great NC-4, most powerful seaplane in the world to-day, navigated by Lieutenant-Commander Albert Cushing Read, and manned by a crew of five American naval officers and men, won for America the glory of the achievement by a flight of 920 land miles from Ponta Delgada, in the Azores, to Lisbon, the capital of Portugal. The distance, further than from New York to Chicago, was covered in nine hours and forty-four minutes, at the rate of ninety-four miles an hour.

Despite the brave attempt of Harry G. Hawker to win for the British Empire the glory of the great flight, it is felt here that it is peculiarly fitting that the United States should lead the way, for Americans—the Wright brothers—were the first to achieve mechanical flight in a heavier than air machine, and an American—Glenn Curtiss—was the first to make an airplane a water as well as an air machine.

Triumphed Over All Handicaps.

The last flight of the transatlantic journey was made without recurrence of that misfortune which has followed at the heels of the American flyers since first they prepared to leave Rockaway. Fire, disablement, motor trouble and stormy weather failed to halt for more than a few days any of the three American naval seaplanes. Only the extraordinary combination of a thick fog, covering over and hiding a tumultuous sea, a combination extremely rare, especially in the usually placid ocean near the Azores, prevented the three American seaplanes from completing the flight.

The flight across the Atlantic from Newfoundland to Lisbon, a distance of 2,150 nautical or 2,472 land miles, was made by the NC-4 at the rate of 80 knots or 92 miles per hour. This is far in excess of the cruising speed of 63 knots, announced at the start of the flight.

When the NC-4 reaches Plymouth, her destination, she will have travelled a distance of 3,925 nautical, or 4,514 land miles. So far she has covered 3,150 nautical, or 3,622 land miles. Her ill-fated sister ships, the NC-3 and NC-1, covered 1,175 nautical, or 2,702 land miles, and 2,100 nautical or 2,415 land miles respectively.

The NC-4 may leave to-morrow for Plymouth. Five destroyers are already at their stations fifty miles apart, stretching across the Bay of Biscay, to guide her. If any engine trouble has developed during the flight to-day this will be repaired by navy mechanics at Lisbon to-night.

Starts on Final Leg.

The great NC-4, on the word of Commander A. C. Read, seated in the forward cockpit, rose from the water near Ponta Delgada this morning at 6:18 and shot forward on the last lap of the long journey. When she planed gently down into Lisbon Bay this afternoon at 4:01 she had completed not only a passage across the Atlantic Ocean, but a journey of 1,150 land miles more than that, for she had flown from Rockaway to Newfoundland along the Atlantic coast as a preliminary to the epoch making transatlantic voyage.

Although the start was made at 6:18 A. M. Washington time, the actual time at the Azores when the NC-4 took off was after 8 o'clock Azores time, or 10:18 A. M. Greenwich time. The start had been planned for dawn, but at the last moment one engine of the plane gave trouble. Lieut. Breeze and Chief Machinist's Mate Rhodes went at it manfully and soon had it roaring in synchrony with the three other motors. Apparently they dispelled the jinx, for no trouble with the power plant was experienced on the flight.

"Seem to Be On Our Way," Is Read's Message.

After rising from the water and circling about to try its wings and motors after seven days of restless waiting behind the breakwater, the NC-4 was off. From the air Commander Read flashed back a message by wireless to Admiral Jackson on the supply ship Melville: "We seem to be on our way."

Many thanks for your hospitality. That was the last word from the NC-4 as she darted away, her cream white wings flashing in the bright sunlight of the Azores. Gradually as she shot eastward the overwhelming thunder of her engines gave way to the hearty farewell of the little port of Ponta Delgada. Whistles

### GERMANS FIRM ON PLEBISCITES

Also Will Demand League  
Membership as Condition  
of Signing.

AGREE TO SMALL ARMY

Insist Control of New Frontiers  
Cannot Be Maintained  
With 100,000 Men.

By the Associated Press.  
BERLIN, May 26.—(Delayed.)—The question whether Germany will sign the peace treaty, it was believed here to-night, depends altogether on whether the Allied and Associated Powers will agree to a plebiscite in all disputed territories and the reception of Germany into the League of Nations as a member with an equal vote. Both these issues are made the cardinal features of the German reply which has been approved by the Cabinet and Count von Brockdorff-Rantzau and his associates and which is being put into shape for presentation within the next thirty-six hours.

The reply, in general, will reaffirm the adherence of Germany to the principles laid down in the armistice conditions and will lay special weight on the right of self-determination which Germany is willing to grant in all contested sections of her frontiers. The Allies also will be asked to abide by the decisions of a popular vote in Austria on the question of union with Germany.

Some of the most prominent economic and financial issues suggested in the allied peace terms Germany is willing to have adjusted by the League of Nations, in which she expects to become a member on a basis of equality.

Demand to Be in League.  
If the world league were based on any other scheme of membership, it was declared to the correspondent in authoritative quarters to-night, Germany would be forced to consider it as an alliance against her.

The German reply also will agree that the German army shall be 100,000 men on a peace footing, but will urge that this limit be not enforced until conditions are thoroughly stabilized.

Germany will negotiate on this basis, but will demand the right to maintain an adequate force during the transition period which, it is said, she is bound to pass through at the conclusion of peace.

The reply will also point out that the borders of Germany after the ratification of the peace treaty will continue in a fluid condition, making adequate control by means of frontier patrols necessary.

Wants Border Force.

On this score Germany will request the right to keep a sufficient force mobilized unless the Allies will assume responsibility for maintaining order on all newly created frontiers or on such as are menaced if they remain intact.

The Germans will send another note to Premier Clemenceau in connection with the economic terms of the peace treaty, the *Vossische Zeitung* says it learns officially.

The note will point out that the allied claim that more than 12,000,000 tons of shipping were destroyed by German submarines is not true because more than half of the shipping was sunk by legal cruiser warfare.

MARTINSON, FALES & CO., Members  
N. Y. Stock Exchange, 71 Broadway.—Adv.

Lieutenant-Commander Albert C. Read of the United States Navy,  
who commanded the first airship of any type to cross the Atlantic Ocean.

### YALE HISSES FOR 102D VETS CAUSE RIOTS IN NEW HAVEN

Collegians Challenge Soldiers Just Back from France  
to Battle and Number of Casualties Recalls  
Real War Scenes.

Special Despatch to The Sun.  
NEW HAVEN, Conn., May 27.—The 102d Infantry Regiment of the Twenty-ninth Division, which fought in some of the hardest battles the American army had in France, was hissed by Yale students congregated near the university buildings when the troops had their welcome home parade here last Saturday. Ever since then there have been numerous clashes between soldiers and collegians, the trouble being the outgrowth of difficulties begun last year, when the university students broke up the 102d's good-by parade.

This afternoon the students sent a committee to see the soldiers and invited them to bring all their friends and come to the Yale campus to-night at 8 o'clock and get a good licking. Then the students put on sweaters, got clubs and stones and other equipment, and about a thousand of them waited on the campus for the soldiers. The soldiers came, 500 of them, all boiling mad and thirsting for revenge, but special policemen locked the gates and wouldn't let the collegians out to fight.

The crowd of soldiers increased, and was augmented by all the unattached young men in town. They stood outside the gates and taunted the collegians, and threw things at them for awhile, and then the mob decided suddenly to smash things. They tore pickets from the Yale fences, picked up cobblestones and went on a rampage. They smashed all the windows in Caborn Hall, and then attacked Vanderbilt Hall and Berkeley Hall.

### FOCH, BACK FROM RHINE, SEES PREMIER

French and Americans Draw  
Up Emergency Plan.

PARIS, May 27.—Marshal Foch, who has just completed a trip of inspection along the Rhine, had a conference yesterday with Premier Clemenceau, who is also Minister of War.

By the Associated Press.  
CONRANS, May 26 (Delayed).—General Fayolle, group commander of two French armies of occupation, arrived here to-day for a hurried conference with Lieut.-Gen. Hunter Liggett regarding the emergency plans of the Allies in the event the Germans refuse to sign the terms of peace.

The activity among the troops within the bridgehead area has been more marked during the last few days than at any time since they reached the Rhine.

If you can save money  
you can invest while you save.  
Ask for particulars of  
Partial Payment Plan.  
John Mule & Co., 61 N. W. Ave.—Adv.

### FIRING HEARD AT PETROGRAD

Sound of Heavy Bombardment  
Reported From Vi-  
borg.

CITY IN PANIC, REPORT

Bolshevik Seize Hostages;  
Chinese and Finnish Reds  
Rout Soviet.

By the Associated Press.  
STOCKHOLM, May 27.—The sound of a heavy bombardment has been heard within the last few days in the direction of Petrograd and Kronstadt from the sea, according to advices received from Viborg. The advices report a panic among the Bolshevik leaders in Petrograd, several of whom, it is asserted, have fled with state funds.

Petrograd, according to the report, is in the hands of Chinese, Lett and Finnish Reds, who are said to have mastered the Soviet authorities after heavy street fighting. Workmen are patrolling the workmen's district to prevent the Chinese from pillaging.

The Bolsheviks have placarded the city, threatening to execute the bourgeois class if they are compelled to leave the former capital.

By the Associated Press.  
LONDON, May 27.—The allied and associated Powers have made arrangements to feed Petrograd and render assistance to the starving population after the expulsion of the Bolsheviks. Herbert C. Hoover, head of the allied relief, has the details in hand. It is hoped relief will be in the city within thirty-six hours after the Bolshevik withdrawal.

### ALLIES OFFER TO AID ADMIRAL KOLCHAK

Help Will Be Extended on  
Certain Conditions.

By the Associated Press.  
PARIS, May 27.—The Council of Four and Japan have offered Admiral Kolchak, head of the Omak Government, money and supplies to maintain the All Russian Government, provided he promises to come to an amicable arrangement with other existing Governments in Russia regarding their future status within or without the future Russian state.

The Council of Four secured the adherence of Japan to the new proposal, which already is on its way to Omak. A reply to it is expected as soon as telegraphic communication will permit, which probably will be in a week or so.

Recognizing that the disturbed conditions in Russia at the time of the arrival of Kolchak's army in Moscow may prevent the holding of general elections, the signatories suggest in that case the alternative of reconvening the former constituent Assembly elected under the Karensky regime, which was dispersed by the Bolsheviks before it could convene work.

The Pan-Russian Government is also to become a member of the League of Nations, to which any disputes regarding frontiers or relations with Poland and Finland are to be submitted. Under the proposed amendment Kolchak shall promise to recognize the autonomy

Continued on Fifth Page.

### DANIELS DROPS BIG NAVY PLANS

Secretary Reverses Position He  
Took at Time Wilson Sent  
Secret Cable.

ASKS \$45,000,000 FOR AIR

Gives League of Nations a  
Boost in Telling Needs to  
Congress Committee.

Special Despatch to The Sun.  
WASHINGTON, May 27.—Secretary of the Navy Daniels, who was so anxious to have Congress authorize an additional three year battleship building programme on top of the not half-done 1916 programme, completely reversed himself before the House Naval Committee to-day and declared flatly that no new ships need be authorized.

In his anxiety to get Congress to put through the programme last year after Republicans demurred because it was physically impossible to begin to build the ships which were to be authorized, Mr. Daniels got a cable from President Wilson which he communicated secretly to the House committee. In this Mr. Wilson said failure to put the bill through the House would be "fatal to my undertakings."

This message was sent when the President was trying to get England to agree to a limitation of national armaments and the "paper programme," as the Republicans termed it, was admittedly intended to use as a club over the head of Great Britain to force her statesmen around to Mr. Wilson's view.

The President's negotiations on that score have come to an end. Mr. Daniels declared to-day that the United States should not authorize further battleship building now, not for the reason that there is no place to build the craft, as the suitable yards were hard at work on the 1916 three year programme, but to demonstrate American faith in the efficacy of the peace keeping powers of the proposed League of Nations.

Secret Message Recalled.

On the occasion of the President's famous secret message concerning his negotiations abroad the House Naval Committee finally approved the paper programme and the House passed the measure. The Senate would have none of this nonsense, as authority was carried in the bill to give the President power to halt the construction of any of the vessels authorized if such stoppage would be of further use to him in his

Continued on Eighth Page.

### From Trier to Brest Soldiers Smoke on 'Sun'

FORTY-SIX men in one car on the way to a troop ship to sail for home joyfully thank THE SUN Tobacco Fund for smokes distributed to them before they left Germany. This and other cards from men still in service abroad are to be found on page 11.

WARNING! THE SUN TOBACCO FUND has no connection with any other fund, organization or publication. It employs no agents or solicitors.

Continued on Fifth Page.

### LONDON CROWDS CHEER HAWKER

Give Unprecedented Exhibi-  
tion of Hero Worship as Aero  
Sportsmen Arrive.

GREETING IS TRIUMPHAL

Aviator and Navigator Grieve  
Predict Success on Their  
Next Attempt.

Special Cable Despatch to The Sun.

LONDON, May 27.—England's love and admiration for Harry G. Hawker and Lieutenant-Commander Mackenzie Grieve were poured forth to-night, when the daring aviators arrived in London from northern Scotland, in a demonstration of hero worship unequalled in the recent history of the British Empire. Crowds which grew to tremendous proportions by the time the train bearing the aviators rolled into the Kings Cross station, gave the impression that the entire English nation had assembled in London to honor the men who had tried to fly across the Atlantic, necessitating suspension of traffic across a great section surrounding the station and throughout the line of march to make room for the welcoming procession to the Aero Club in Burlington street.

The customary reserve and comparative quietness of a London crowd evaporated completely under the stress of their emotion at the sight of Hawker and Grieve. Tremendous, seething masses of humanity roared and shouted and shrieked their worship and their adulation long before the train bearing the aviators from Scotland reached the station. The noise and tumult could be heard far in every direction, the volume of noise increasing and growing to deafening proportions as one neared the railroad station.

Some great atmosphere of mystery surrounds flying and flyers so far as the great masses of the people are concerned; to them the new element of human activity is allied to heavenly bodies and to things ethereal, which accounts in large measure for the overpowering admiration of the men who risked their lives flying for the glory of the empire.

Wife Meets Him at Grantham.

As the train pulled into the station whistles were tooted over all of London, and together with the cheers of the people and the incessant honking of motor horns and the ringing of bells, made a volume of sound as deafening as it was inspiring. The crowds that were nearest the station spread the news of the arrival of the two aviators and it was answered by roar after roar of cheers from the crowds banded solidly in the surrounding streets and clinging to the tree tops and hanging from balconies and packed solidly on the tops of the houses.

Mrs. Hawker, who, with Mrs. Sopwith, wife of the head of the company which constructed Hawker's airplane, met the train at Grantham, and with her husband and Commander Grieve stepped from her carriage into the midst of the Aero Club reception committee, comprising such notables as the Duke of Atholl, Brig.-Gen. Sir Capel Holden, Handley-Page, the Mayor of the Borough of St. Pancras, Councillors and many others.

It was an unusually demonstrative re-

Continued on Third Page.